1: Longrigg G-4, 6 (ca. 1918-1940) MH1 Iraq MH1

operation under Tainsh was uneasy, but in practice tolerable; the transfer of ownership to a Railway Corporation of Anglo-'Iraqi membership was, as with the Port of Baṣra, provided in the 1930 Treaty. The service and maintenance of the 750 miles of line were hampered by abiding financial stringency due normally to road competition and the uncertainty of the pilgrim traffic, and abnormally to flood interruptions such as those of 1926 and 1930 and to the stagnation of trade in 1929–32. Two lines of railway development were followed, both of international interest: the first was the provision in 1930 of a link by motor convoy between Kirkuk and the Turkish railway at Nisibin, making possible direct bookings from Baṣra to Europe: the second was the prosecution in 1930–1 of the survey for a Baghdad–Haifa line—a project widely supported but destined, twenty years later, to be still as far from realization.

'Iraq's fortune was that of many contemporary nations in the rapid development of its air routes. A weekly mail service Baṣra–Baghdad–Cairo was inaugurated early in 1927, to be followed two years later by the England–'Iraq–India service of Imperial Airways. In the same year a first civil airport was ceded by the R.A.F., and the (German) Junkers Company initiated, but failed to sustain, a Baghdad–Teheran service. Soon afterwards aircraft of the (French) Air Union or Air France appeared, and those of the Royal Dutch (K.L.M.) line; 'Iraq's central position for air communications—the 'Clapham Junction' rôle asserted for it by Mr. Churchill in 1921—was fast revealing itself. A modern-equipped airport immediately outside Baghdad begun in 1931 was completed in two years, and civil landing-grounds were in use also at Baṣra, Ur, Ruṭba, and elsewhere.

The effect of the trans-desert route and the increasing east–west air services on postal communications was profound. Both were used as they came into being for letters, the former also for packages; communications with Europe and India were revolutionized. In 1929 'Iraq joined the International Postal Union. With the constant spread of the telegraph and trunk telephone network within 'Iraq went the increasing use of wireless. The Baṣra station already communicated directly with Europe; those of Ruṭba and Baghdad were ancillary to it.

If the uplifting of 'Iraqi standards of life could be assisted indirectly by these improvements, it must be sought more directly in the development of its old and some new resources. The efforts of the public and Government were active in this direction. No minerals, other than petroleum, were located. The Government salt monopoly could do no more than maintain itself. A gold concession granted in 1931 for the mid-desert Qa'ara Depression, near

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

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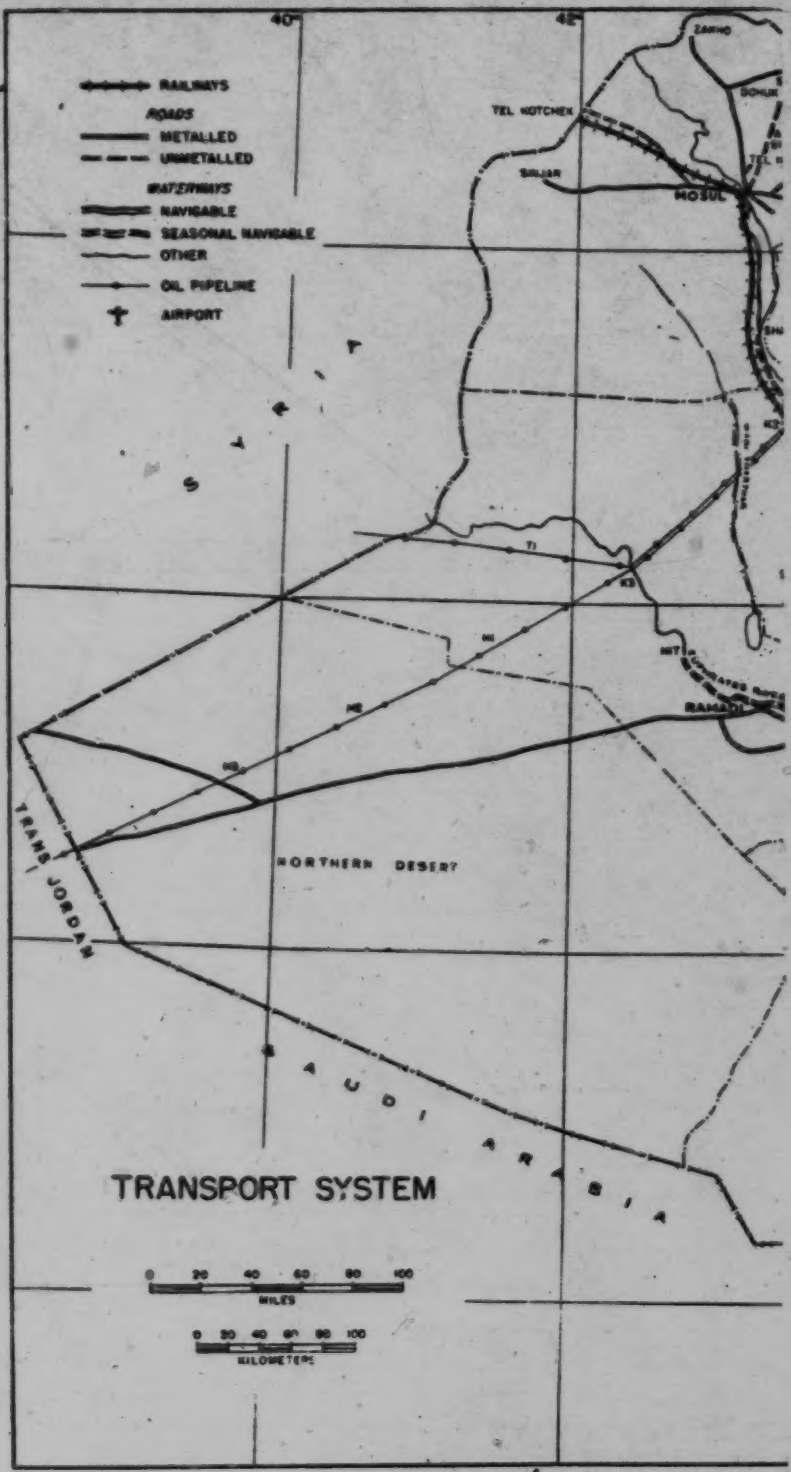

FACING P. 44(A)

7: International Bank N. S-4 (1951) 1952 MH1 Iraq MH1

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MAP III

FACING P. 44 (B)

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

sive renewals of track and rolling stock and must make decisions as to the type of traction. Final decisions on the Baghdad-West scheme can also be more intelligently taken if the issue of standardization is promptly settled. It is unlikely that such favorable circumstances for an economical conversion operation will ever recur.

Conversion of the meter-gauge lines should not be too costly because the construction gauge, formation and bridges of these lines were originally designed with a view to later conversion to standard gauge. Conversion could probably be accomplished within six years. Meanwhile meter-gauge renewals would be kept to an absolutely indispensable minimum. Within a preparatory five-year period detailed plans and cost estimates would be worked out, necessary standard-gauge track and rolling stock ordered and assembled, and diesel locomotives tested with a view to transfer to diesel traction at the end of the period. The actual conversion operation would take only a few days and could probably be carried out at the end of five years for the Basra-Baghdad line and at the end of another year for the Baghdad-Erbil line. It is possible that the total cost of conversion would not exceed ID 6,000,000. The Mission therefore recommends that the advisability of standardizing gauges, together with a program for such standardization, be promptly studied by the railway staff with the cooperation of outside experts.

Finally, in line with the recommendations of the British engineering firm, the Mission suggests that the services of an expert be obtained to make recommendations on the railway rate structure. A general rate increase of about 12½ percent, with some exceptions, was put into effect in the summer of 1951. This did not affect the rate structure which is characterized by certain anomalous differences in the charges made on various sections of the railway system as well as those imposed on various commodities.

Air Transport and Inland Navigation

With respect to air transport, the Mission recommends that the civil airports at Basra and Baghdad be built up to the specifications required by the International Civil Aviation Organization (ICAO) of class B standard airports. This would involve longer runways and improvements in navigational aids, communications

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

and meteorological services. At the Baghdad airport it would be desirable to build an entirely new runway and to use a wing of the new railway building as the air terminal. The Port of Basra can finance the necessary work there, but that at Baghdad, costing probably between ID 250,000 and ID 300,000, will presumably have to be financed out of Development Board funds. The Mission has no specific recommendations to make on Iraqi Airways, which assures some internal and international services with a small fleet of four planes, except to suggest that its finances be completely divorced from those of the railways. It is neither logical nor sound financially to require the railways to defray the deficits of the airways. It would be desirable to carry out any future development of the airways in cooperation with other Middle Eastern countries.

Inland water navigation has steadily declined in importance and is now rather insignificant. While irrigation rather than navigation will always be the primary consideration in the use of available water resources, it is possible that the better regulation of the Tigris and Euphrates will ultimately result in some improvement in the navigability of these rivers. Limited but uninterrupted navigation might be insured if the river bed were trained by dams, locks and groynes into a narrow channel at low water and progressively wider channels at higher water levels. The feasibility and cost of such a scheme might ultimately be submitted for study to experts from the Netherlands where similar conditions have long been encountered.

Roads and Road Transport

Road transport has not assumed great importance in the past, primarily because most roads are unsurfaced and impassible for a large part of the year. Even large communities like Kut and Amara, although not situated on railway lines, are not served by all-weather roads. An interdepartmental committee worked out and presented in 1950 a 10-year program for the construction or improvement of 37 main surfaced roads involving a total length of 3,463 kilometers at an aggregate cost of ID 14,500,000. Both the program and the proposed specifications of the roads are sound. In addition, the building or improvement of about 8,000 kilometers of secondary or feeder roads, which do not need to be surfaced, will ultimately

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

are unsurfaced and impassable for long periods in wet weather. All-weather roads are at present found only in the Baghdad area and in the mountains in the North. The only passable trunk roads are those from Baghdad to Khanaqin, Baghdad to Kirkuk, Erbil and Mosul, and Baghdad to Rutba and Syria. Even these have shorter or longer sections in very poor condition. There is no all-season road between Baghdad and Basra.

Two civilian airports, Baghdad and Basra, serve the principal air routes between Europe, Asia and beyond. Internal air services are limited to one line between Baghdad and Basra. Military airfields and landing grounds and a few private air strips are available in certain places, but demand for internal air transport has so far been negligible.

One state air line, Iraqi Airways, operates services with neighbor countries and Egypt through Baghdad and Basra with a small fleet of four aircraft. Administration and management of the airline are combined with those of the state railways.

Oil from the oil fields at Kirkuk is carried by pipelines across the country to the Mediterranean ports of Tripoli and Haifa, but the line to Haifa is now out of operation. A shorter pipeline connects the southern Iraq oilfield with the Shatt al Arab oil port at Fao.

Transport connections with the outside world are well served by the Port of Basra for ocean-going traffic, by the airports of Baghdad and Basra in international air traffic and by the oil pipelines to the Mediterranean. At present only one railway line, beginning at Baghdad, connects Iraq with Syria, and via Syria with Turkey and Europe. A desert road exists for through road traffic between Iraq and Syria and Lebanon. A private company, Nairn Transport, operates an international bus service on this route. There are two main roads for exchange of traffic with Iran, one from Baghdad via Khanaqin, and one from Erbil via the Rowanduz Valley and Rayat. Future economic developments may perhaps demand new traffic outlets to the Mediterranean, shorter and better equipped than the existing railway and road routes, but at present there are few signs of such a demand.

7: International Bank N. S-4 (1951) 1952 MH1 Iraq MH1

365 The operating position may be judged from a summary of the sanctioned budget for the current financial year, ending March 31, 1952.

Administrative expenses include a contribution of ID 2,000 to the Baghdad Municipality for maintenance of roads. The ID 90,000 for maintenance of vehicles is alarming. This high figure is caused chiefly by the large number of different types, the difficulties of procuring parts, the high cost of manufacturing substitutes and the large number of breakages of vehicle springs, axles and other parts due in great measure to Baghdad's bad roads.

A program to put the service on a sound operating, administrative and financial basis would include the following features:

1. Modernization of the central workshop and equipment, preferably moved to a site in the industrial section of the town.
2. Establishment of one central garage and four auxiliary terminal garages, all largely open air compounds, the latter to accommodate early and late services.
3. A fleet of 180 to 200 standard buses, to allow for reasonable running shifts and sufficient time for maintenance and servicing.

The Mission suggests that the cost of this program, estimated at ID 500,000, be financed by the Development Board. At the same time, however, it might be considered whether economies in administration could not be achieved by entrusting management entirely to a Director General rather than a Board, and whether revenues could not be increased by a stricter check on the collection of passenger fares.

VI. Airports

• 508 Both Iraq's international airports are very favorably situated within the town limits of Baghdad and Basra Port (Magil). This great advantage should be preserved and any developments should be on the present sites. Climatic conditions are favorable, and only a runway in one direction is required to accommodate traffic at all seasons. Town developments need suffer no inconveniences from

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

the present sites, nor is surface transport by rail, road or water in any way hindered. Plans for removal of either airport away from the present site have been abandoned and ought not to be revived.

Development

Both airports are now scheduled to be built up to the specifications required for an International Civil Aviation Organization's Class B standard airport. The development projects embody the following works:

1. A runway of 2,500 meters to accommodate the newest heavy aircraft;
2. Navigation aids;
3. Communication, point to point, and ground to aircraft; and
4. Meteorological service.

It is recommended that these projects be carried out without delay. Some of the work is under way; equipment has been purchased, some has arrived on site. Work on the runways is still to begin. At the Baghdad airport an entirely new runway, parallel to the existing one, should be constructed and the existing runway, constructed as a temporary structure five years ago and now showing signs of deterioration, used as an aircraft taxi-way.

In addition to these projects already prepared and ready for execution, the present air terminal building at Baghdad, which has become too small, should be removed, and the wing of the new railway building facing the airport should be adapted for use as a new air terminal.

The capital expenditure involved in the projects may be estimated at between ID 250,000 and ID 300,000 for all works at Baghdad and between ID 100,000 and ID 150,000 at Basra airport. The latter expenditure appears to be within limits which can be financed from the Port's revenues. The former, however, will need to be financed out of the revenues of the Development Board.

VII. Air Transport

Since 1945 internal air transport has been assured as a part of air services to neighbor countries by the government-owned Iraqi Airways. The administration and management of Iraqi Airways are integrated with those of the State Railways, and for the sake

7: International Bank N. S-4 (1951) 1952 MH1 Iraq MH1

XII. Projected Cost of Proposed Programs

The projects recommended for consideration are summarized below as to cost and time of realization. The total cost which the Development Board might have to defray over the next five years would be approximately ID 31,000,000.

TABLE 11

COST OF TRANSPORT AND COMMUNICATIONS PROGRAMS SUGGESTED FOR DEVELOPMENT BOARD FINANCING

Project	Costs (in dinars)	Period (years)
PORT		
New channel	2,000,000	4
INLAND WATER TRANSPORT		
Study of river training by experts	Token	2
RAILWAYS		
Baghdad Station commitment	143,000	1
Baghdad new layout, provisional	100,000	1
22 continuation and completion projects under way	213,770	1
labor quarters	341,000	4
Rehabilitation and modernization projects	500,000	5
Renewals including diesel traction	6,300,000[a]	5
Extra for gauge conversion (tentative)	6,000,000	6
ROADS		
Trunk road system	14,500,000	10
Secondary road system	4,000,000	5
Road transport control	Token	1
URBAN TRANSPORT		
Baghdad transport services, workshops, garages and vehicles	500,000	3
AIRPORTS		
Baghdad development	300,000	2
Basra development	[b]	2
AIRLINES		
Iraqi Airways	600,000	4
POST, TELEGRAPH, TELEPHONE, RADIO		
Telephone extensions and buildings (if not financed from Communications budget)	300,000	Annually
Auxiliary power plant for transmitter	30,000	1
SURVEYS AND MAPPING		
Air surveys	40,000	Annually

[a] On assumption of gauge conversion.
[b] To be financed by Port of Basra.

2: United Nations U-4 (no date) 1950 M1 Middle East
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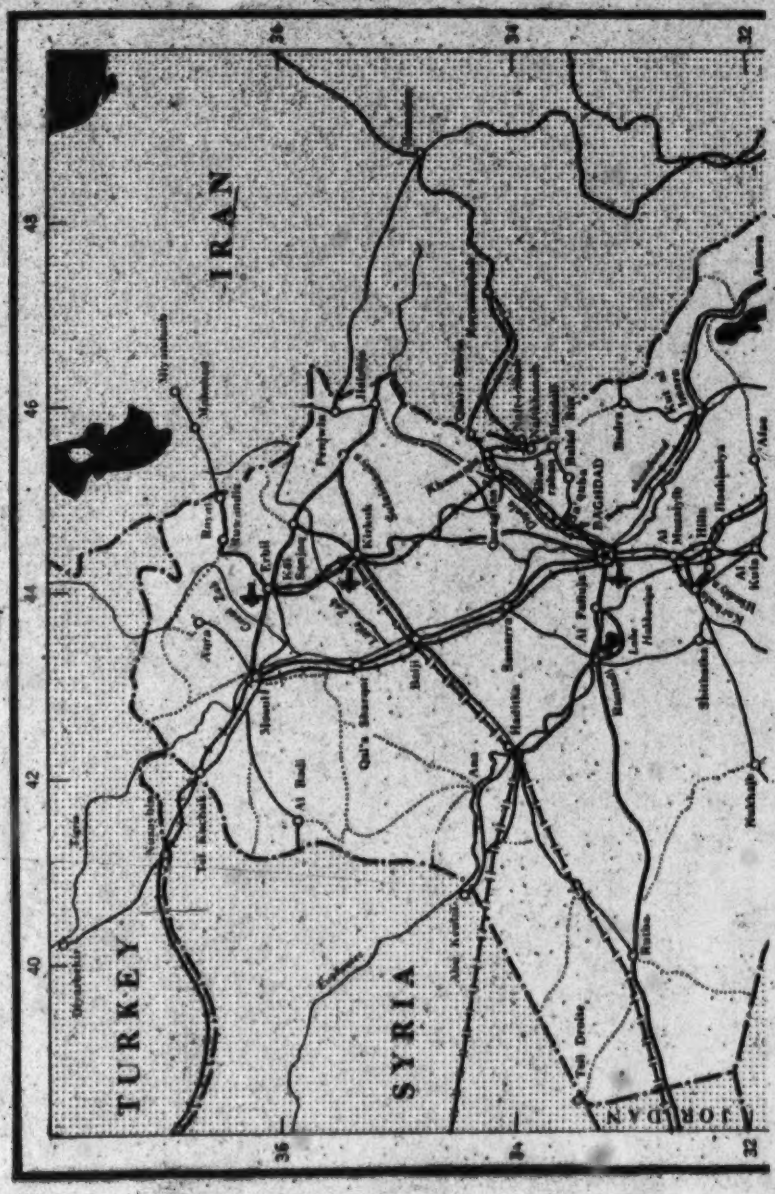

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2: United Nations U-4 (no date) 1950 M1 Middle East
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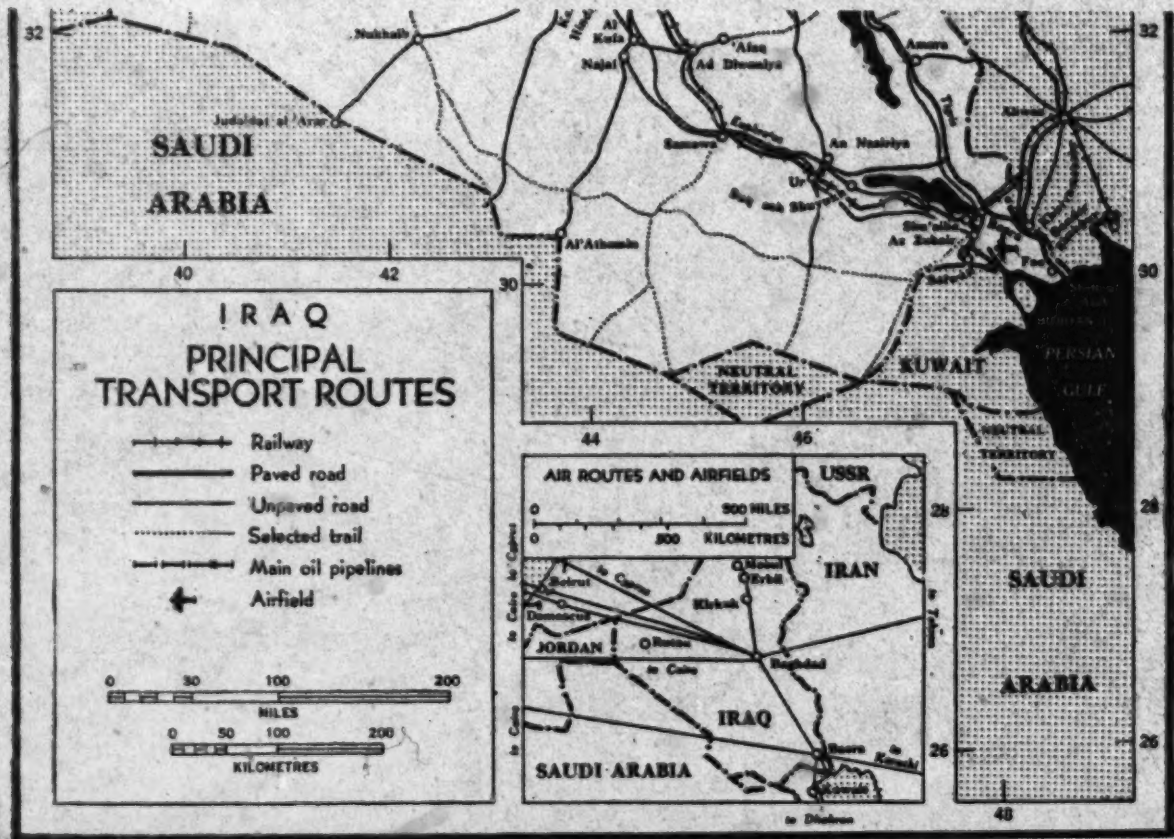

MAP NO. 312

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487 (Nefud Desert) roads; with Kuwait: Basra—Az
491 Zubair—Safwan, to Jahra; with Iran: Basra—(ferry-boat)—Tanwa—to Ahwaz, Baghdad—Khosrovi—Kermanshah—Hamadan—Kazvin—Teheran, Kirkuk—Sulaimaniya—Penjwin—Bashmak (frontier) towards Sinneh, Mosul—Erbil—Ruwandiz—Raiat.

Civil Aviation

508 Iraq has two airports for long distance international service, one at Baghdad and one at Basra. Each of these airports also has a seaplane base, the first on Lake Habbaniye, about 100 kilometres from the city of Baghdad; and the second, at Ma'agil, 7 kilometres from the town of Basra, near the land airport. The two airports are provided with modern technical equipment and with all the facilities for the comfort of the passengers, such as hotels, restaurants, etc. The country has several other aerodromes and landing fields, the most important of which are at Rutba and at Mosul. In 1948 and 1949, thorough-going repairs had to be made to the runways of the Baghdad airport, during which time it was only accessible to aircraft not exceeding eighteen tons. Nearly all the Baghdad traffic was
309 diverted to the Basra airport. In 1948, Basra airport was used by the Iraqi Airways Company and by seven international aviation companies, including

489 needs of the southern districts are particularly acute:
653 as yet they possess only roads which are not prac-
[491] ticable for any traffic, still less for heavy motor traffic, during the rainy season and for a long time afterwards, and boat-bridges of a very old—almost antediluvian—type across the Euphrates and other rivers.

[508] The government is taking steps to modernize the Baghdad and Basra-Ma'agil airports (the latter, in addition to its modern technical installations, has had since 1937 an air-conditioned hotel, swimming pool, tennis courts, etc.). The aim is to make them into first-class international airports. In addition, a training school for civilian air pilots was established in Iraq in 1937.

377 As the country lacks hydroelectric power stations, in spite of the existence of various large dams, there is now a plan to utilize the Bekhme dam for the generation of electric power.

315 In the expectation of the return of normal political conditions in the Near and Middle East, the

[8] It is interesting to note that for the Basra—Baghdad section (568 km), these coaches are placed on special 1-metre bogies.

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
9-Iraq MH1

company ceased operations in 1949 but several small private concerns continue to operate barges, mostly propelled by motor launches. Freight is still carried in sailing craft.

Airways. Iraq is served from London, the United States, most European and Middle East capitals, Pakistan, India, the Far East, and Australia. The main international services are maintained by Great Britain, the United States, France, and Holland, and there are Middle East services operated by Iraq, Persia, Egypt, and Lebanon. The administration of Iraqi Airways is integrated with that of the State Railways, with BOAC as technical adviser; in addition to local services it operates regularly to Damascus, Beirut, Cairo, Tehran, Kuwait, and Bahrain. There are two international airports, at Baghdad and Basra, both of which are scheduled for further development to accommodate the newest heavy aircraft. There are also landing grounds at Mosul, Irbil, and Kirkuk and at the locations of the IPC and associated companies, namely Kirkuk, Ain Zala, and the pipeline stations.

Trade

Iraq imports manufactured goods and industrial raw materials, of which the most important are textiles, clothing, iron and steel, especially for constructional purposes, machinery, motor vehicles and accessories, electrical apparatus, aviation spirit and lubricating oil, rubber and its products, chemicals and pharmaceuticals, wooden packing boxes, soap, timber, paper and cardboard and their products, tea, coffee, and sugar. The expansion of local industry[1] can be expected gradually to lessen the demand for a number of these commodities and increase the demand for others, particularly constructional materials, machinery, electrical apparatus, and chemicals. Apart from crude oil, her most valuable export, Iraq's exports are almost entirely agronomical—grains (especially barley), dates, raw wool and cotton, animals on hoof, hides, skins, intestines, seeds for oil manufacture (linseed, cotton, sesame), and a few minor commodities such as gums, gall nuts, and liquorice root. Iraq has in addition an appreciable transit trade, consisting largely of goods passing to or from Persia.

Before the Second World War, Iraq's chief suppliers were Great Britain, with between 20 and 30 per cent of total imports, Japan, with between 15 and 20 per cent, India, Germany, the United States, and Persia. During the war, when supplies were limited in quantity and directed from specific sources, Britain's share automatically decreased and India became

[1] See above, p. 283.